

FIG. 1

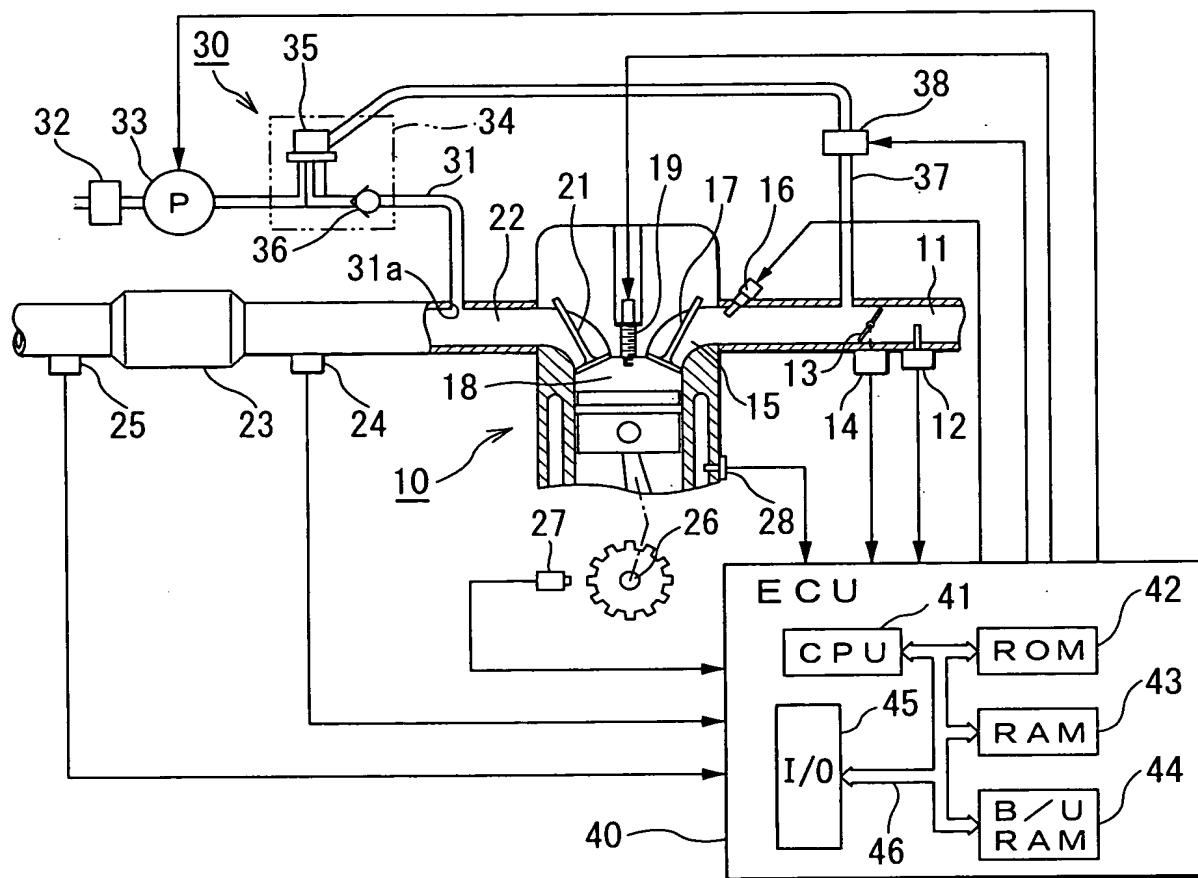


FIG. 2

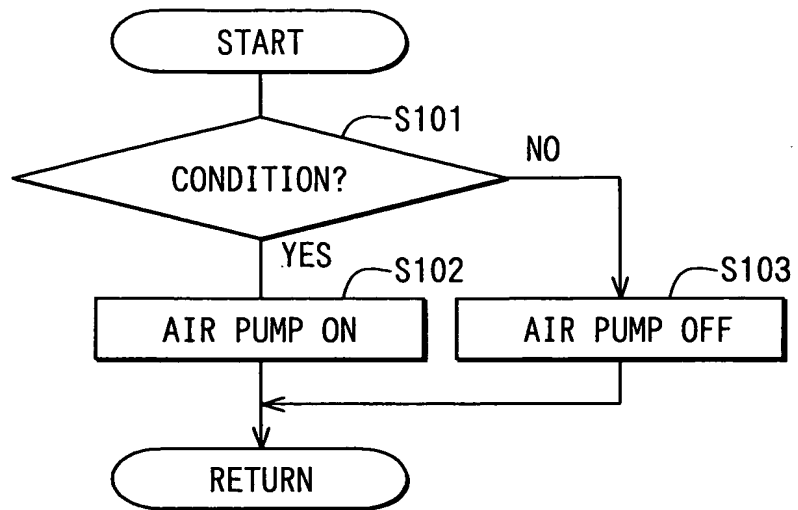
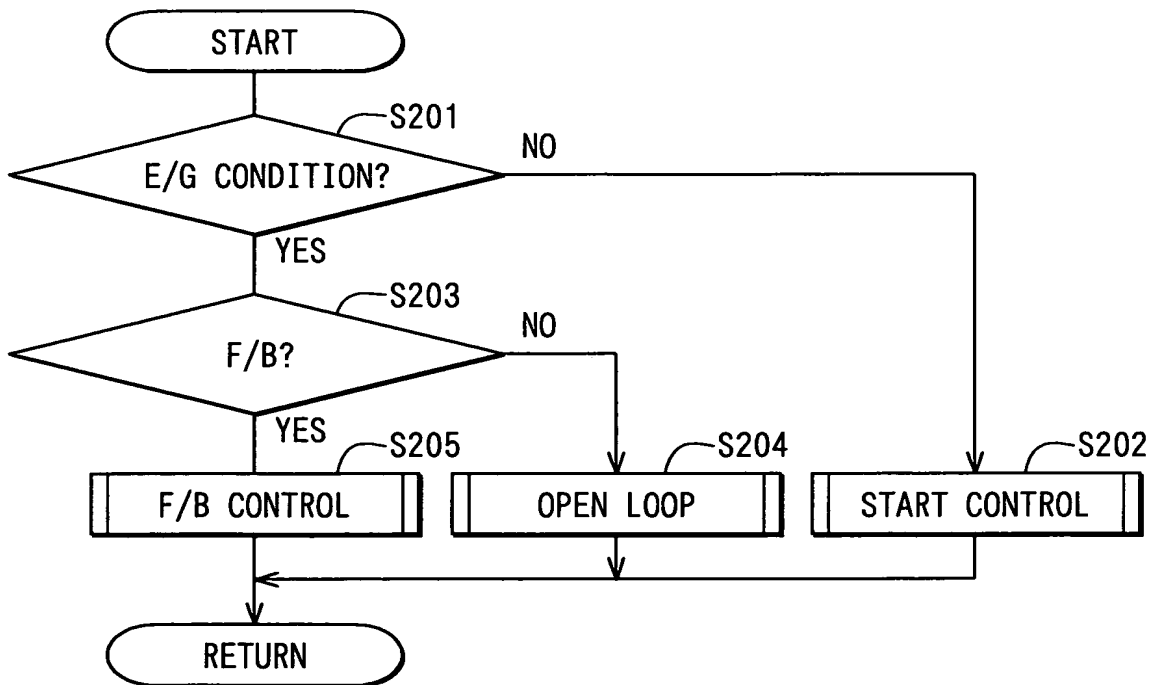


FIG. 3



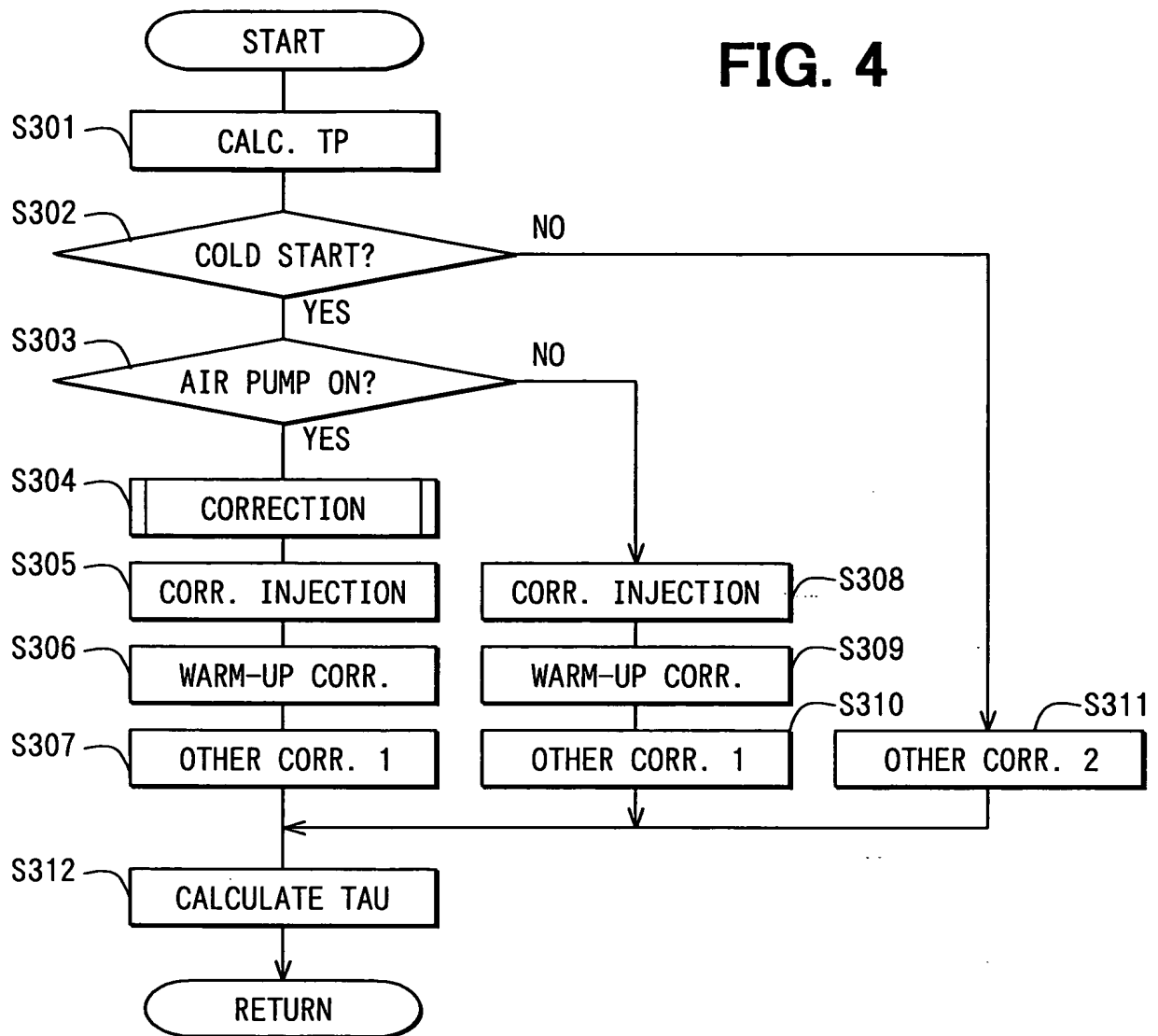


FIG. 5

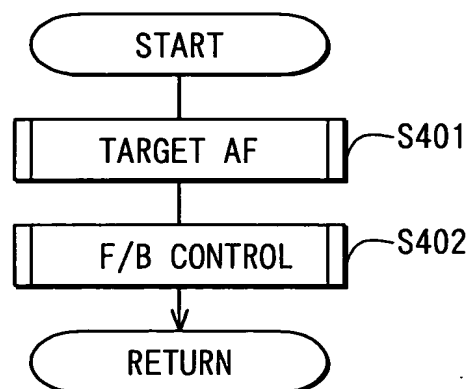


FIG. 6

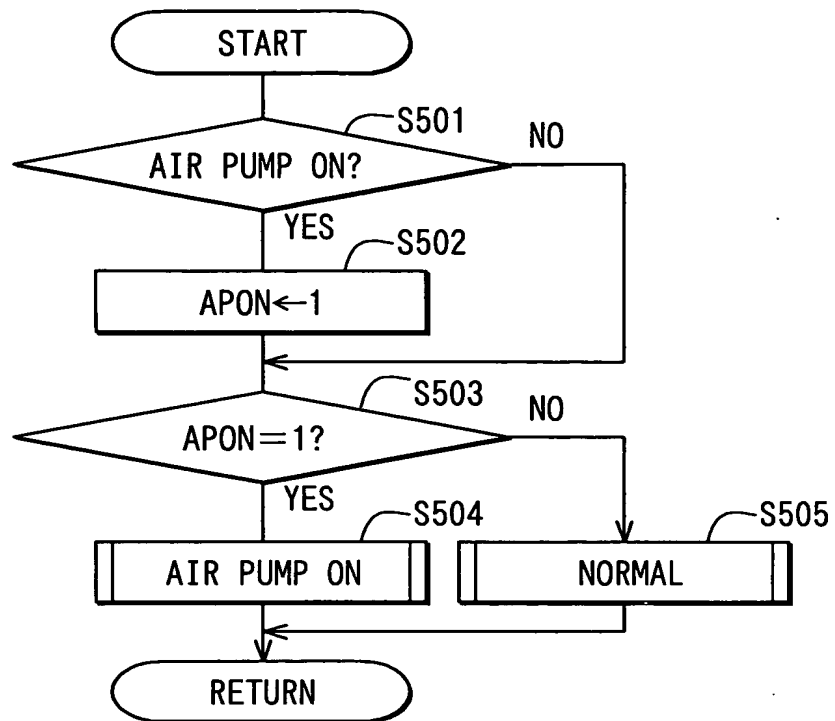


FIG. 7

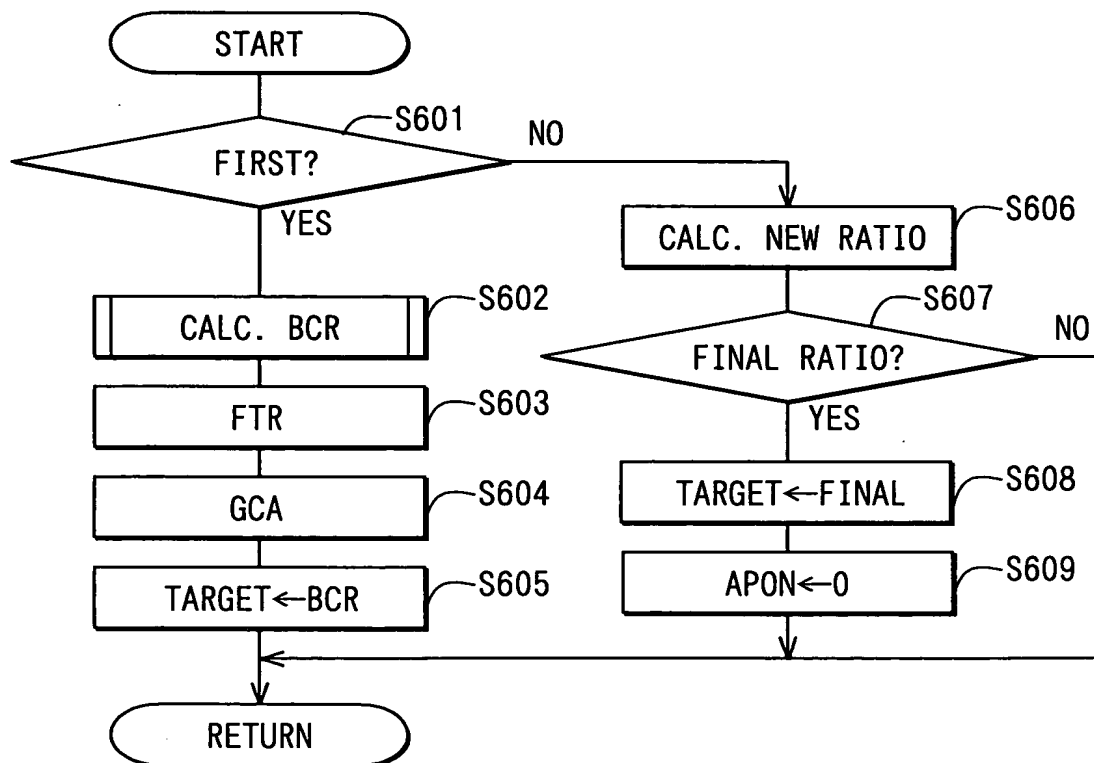


FIG. 8A

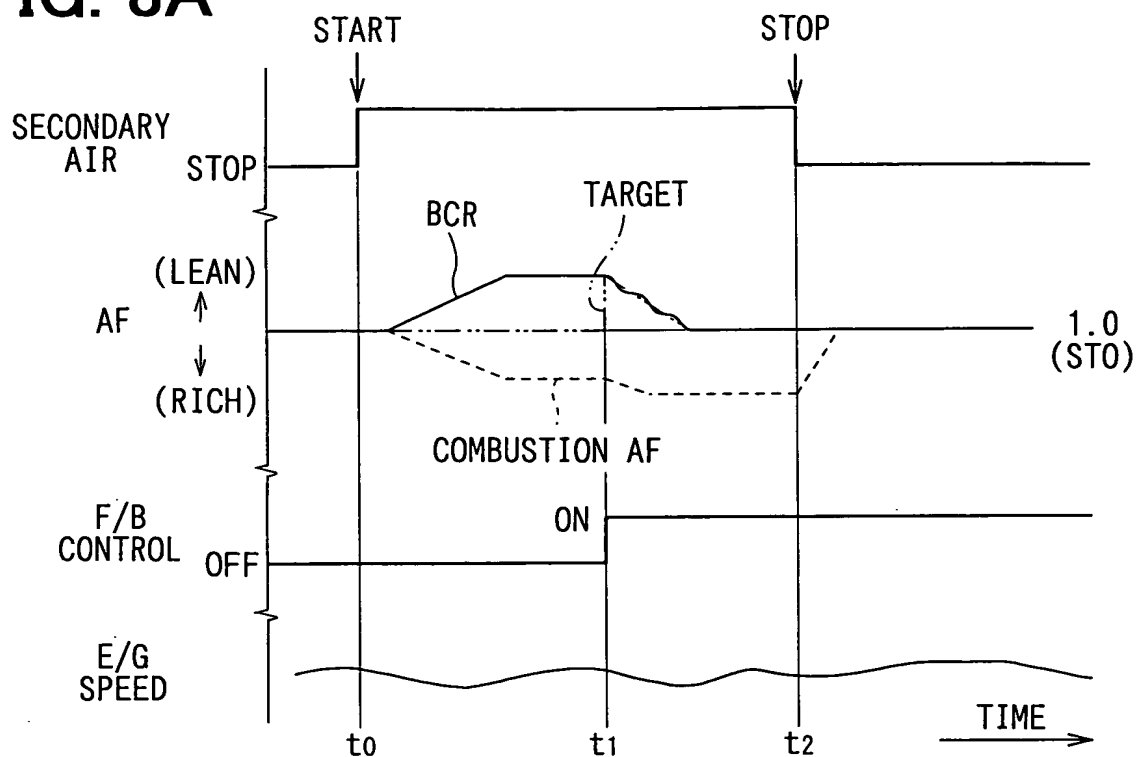


FIG. 8B

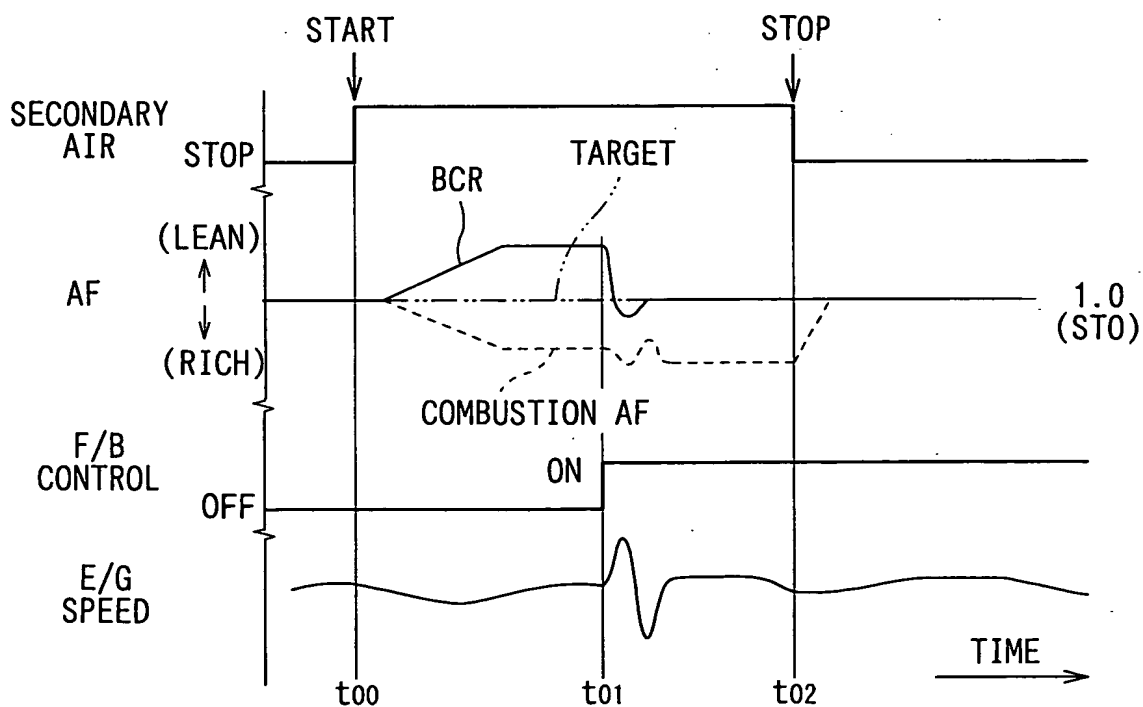


FIG. 9

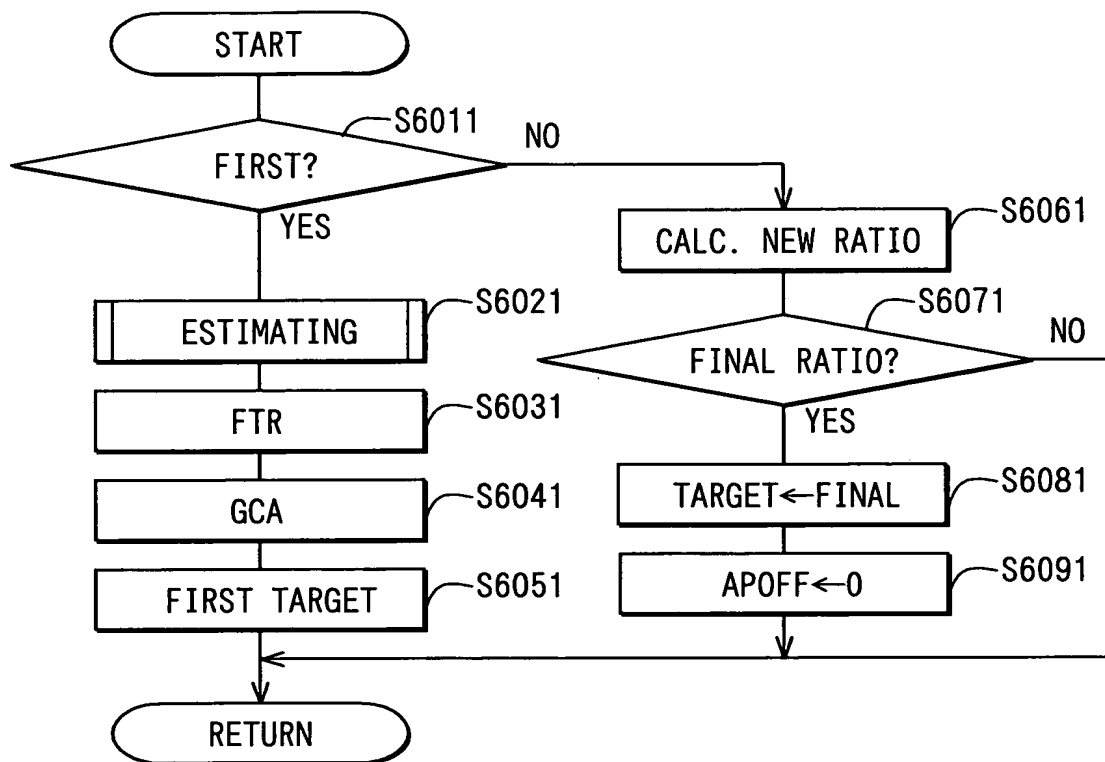


FIG. 10A

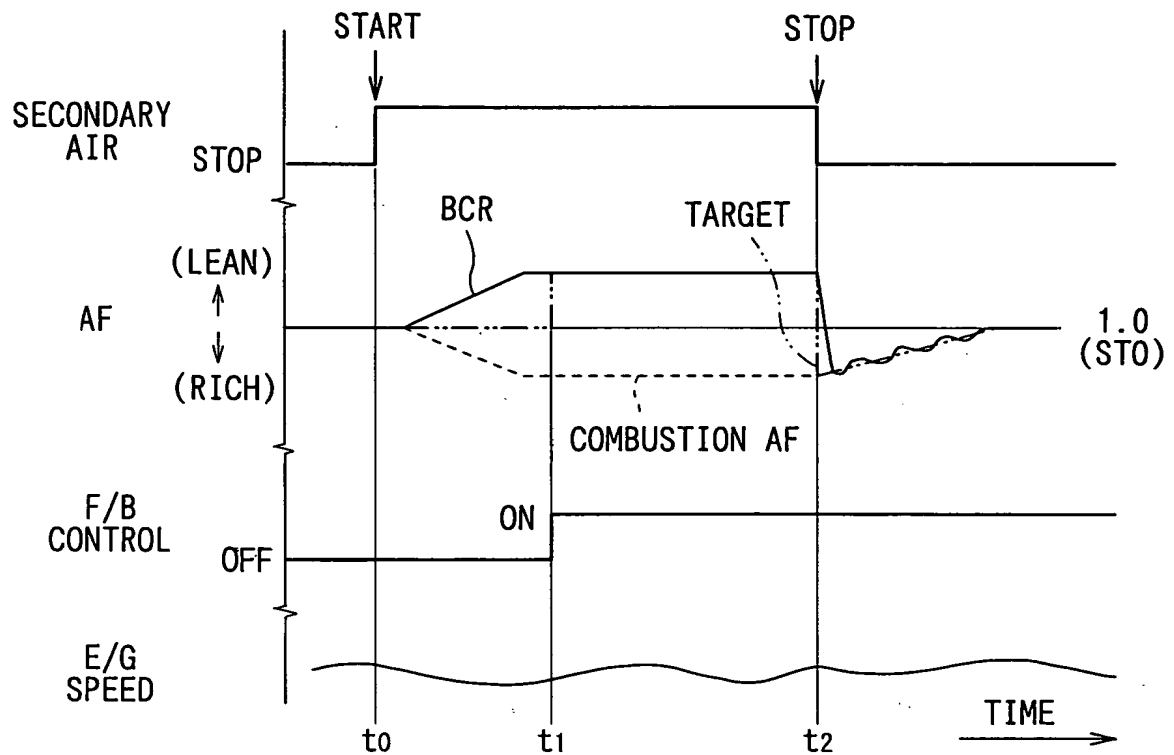


FIG. 10B

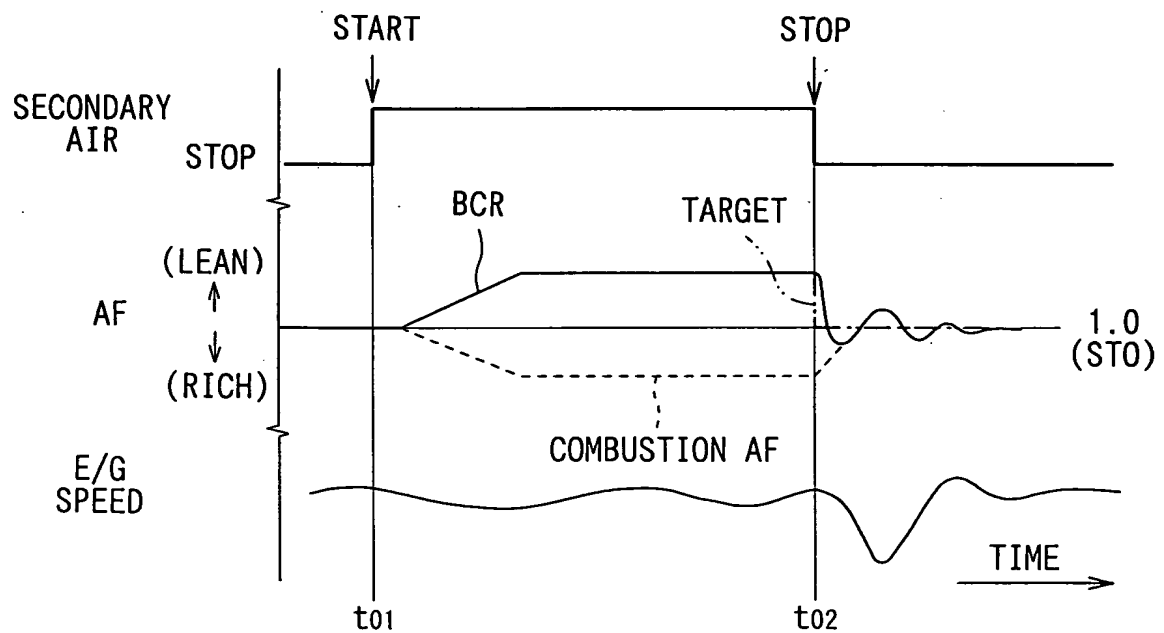


FIG. 11

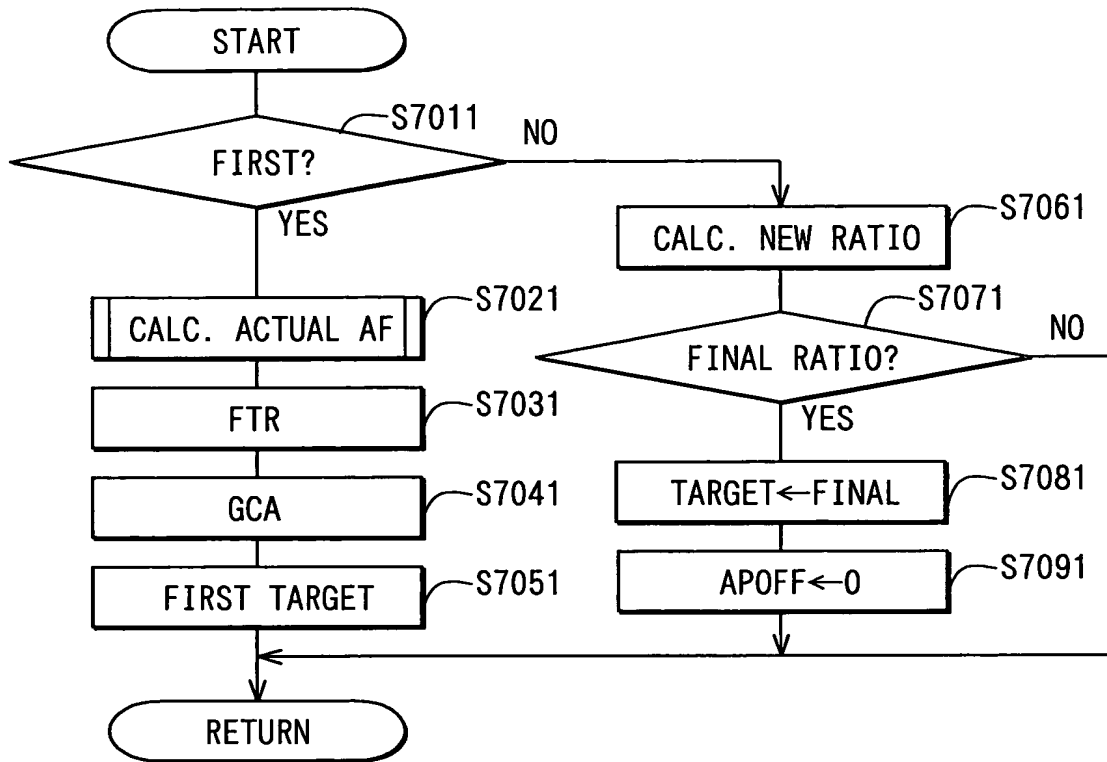


FIG. 12

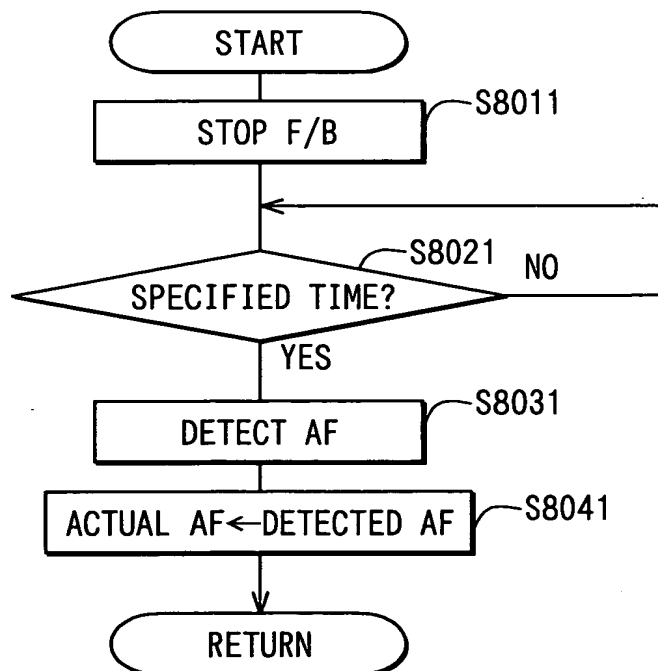


FIG. 13

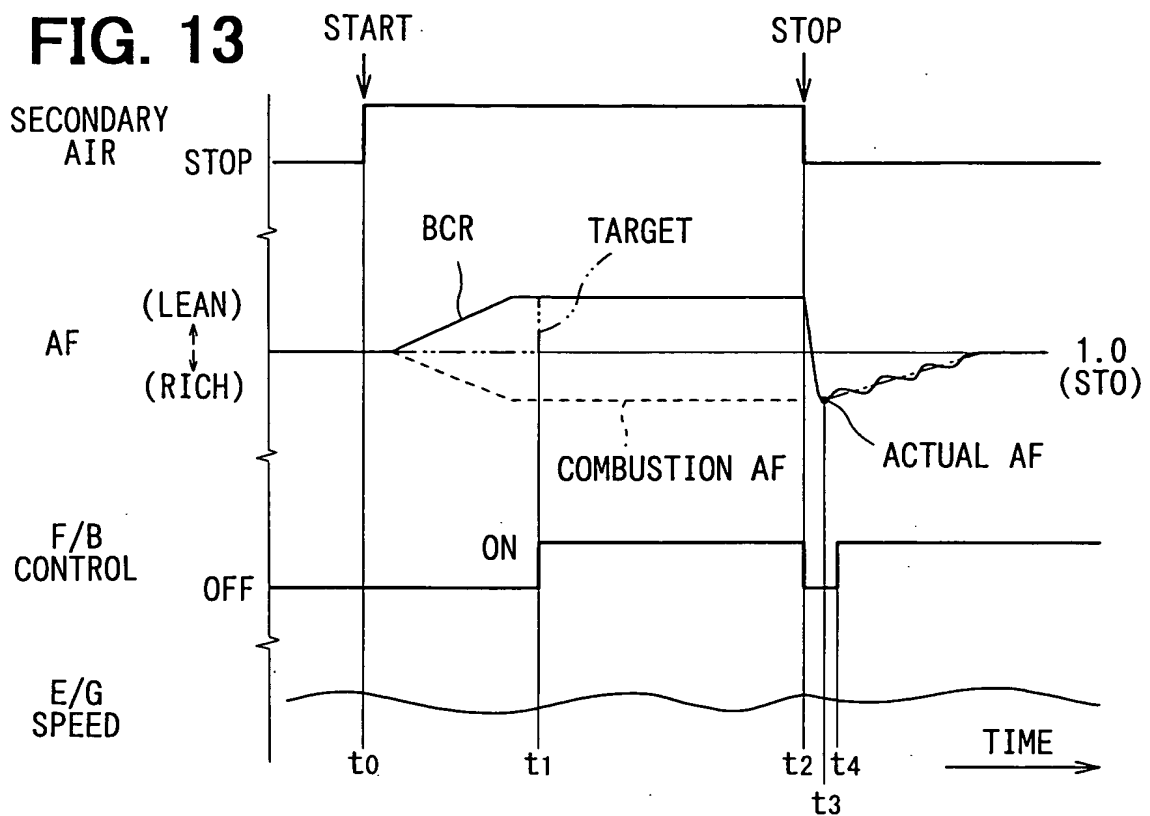


FIG. 14

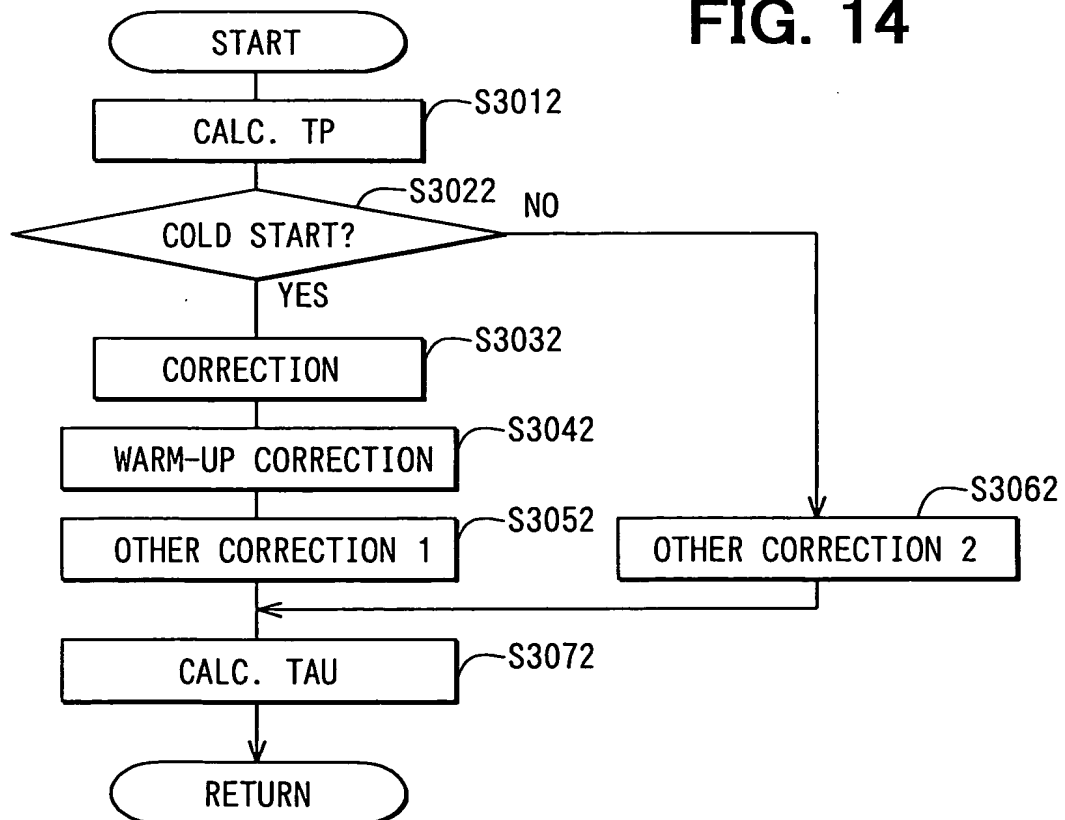
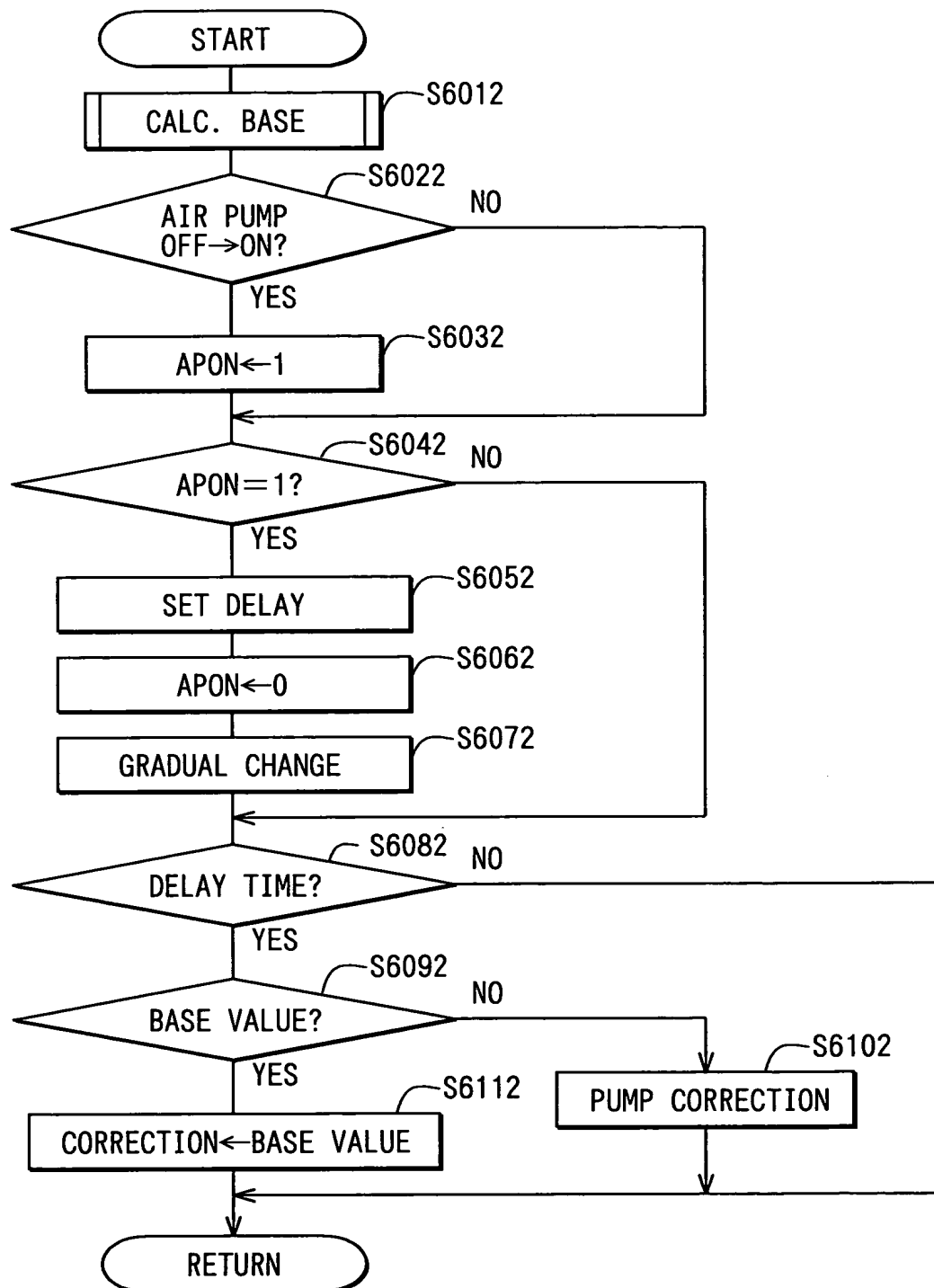


FIG. 15



The diagram illustrates the timing of various engine control signals and parameters over time. The horizontal axis represents TIME, with key points t_{00} , t_{01} , and t_{02} marked. The vertical axis represents the magnitude of the signals.

- E/G START:** A signal that starts at t_{00} and remains active until t_{02} .
- STOP:** A signal that starts at t_{02} and remains active thereafter.
- SECONDARY AIR:** A signal that starts at t_{00} and remains active until t_{02} .
- AF (LEAN/RICH):** A signal that starts at t_{00} and remains active until t_{02} . It is labeled (LEAN) and (RICH) with arrows indicating the direction of change.
- BCR (Base Control Ratio):** A signal that starts at t_{00} and remains active until t_{02} .
- TARGET:** A signal that starts at t_{00} and remains active until t_{02} .
- COMBUSTION AF:** A signal that starts at t_{00} and remains active until t_{02} .
- CORRECTION:** A signal that starts at t_{00} and remains active until t_{02} .
- UNBURNED HC:** A signal that starts at t_{00} and remains active until t_{02} .

FIG. 17

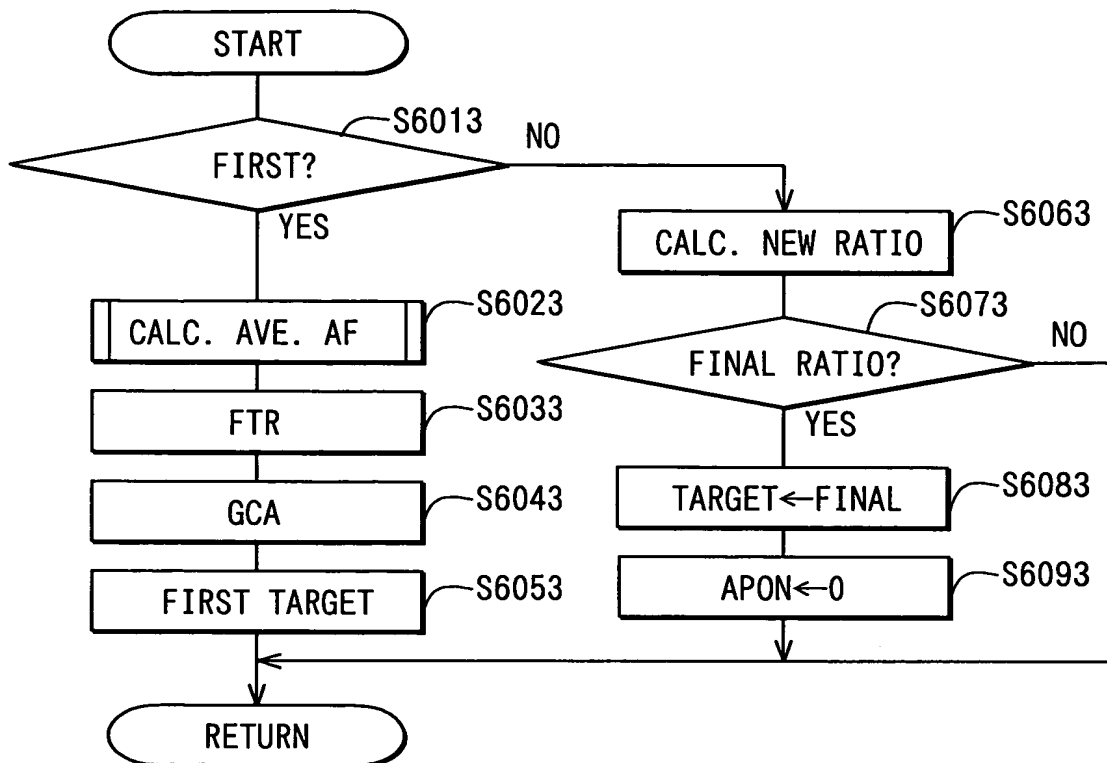


FIG. 19

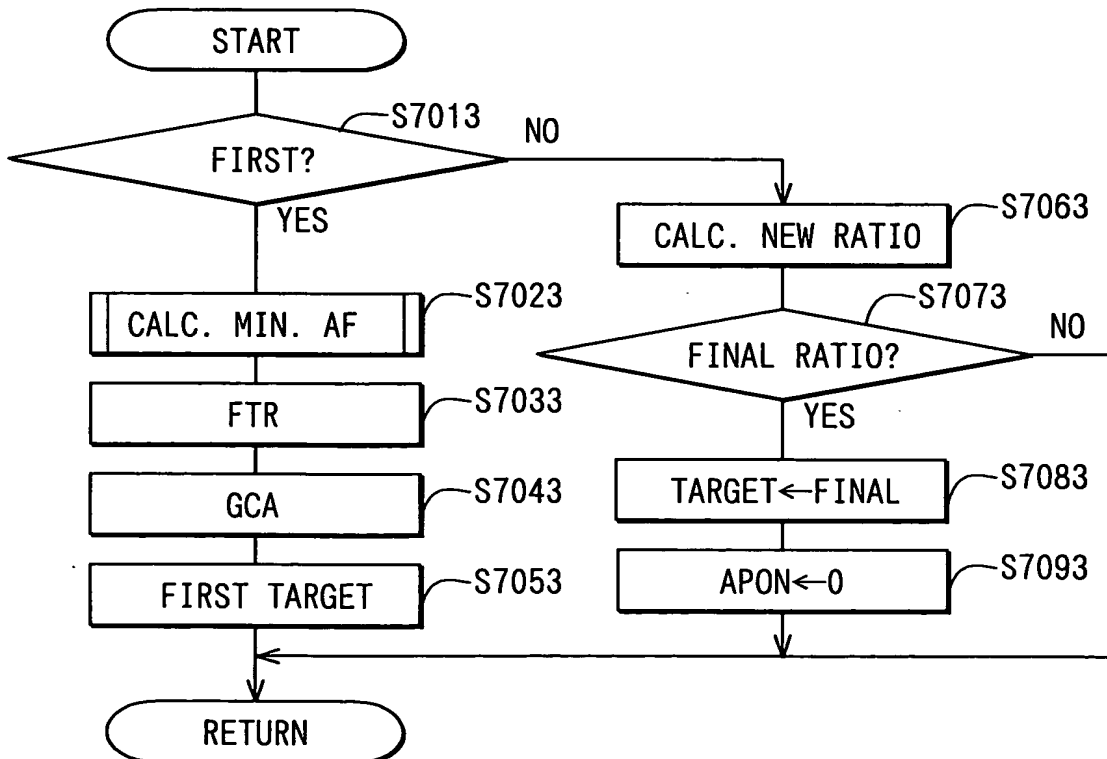


FIG. 18A

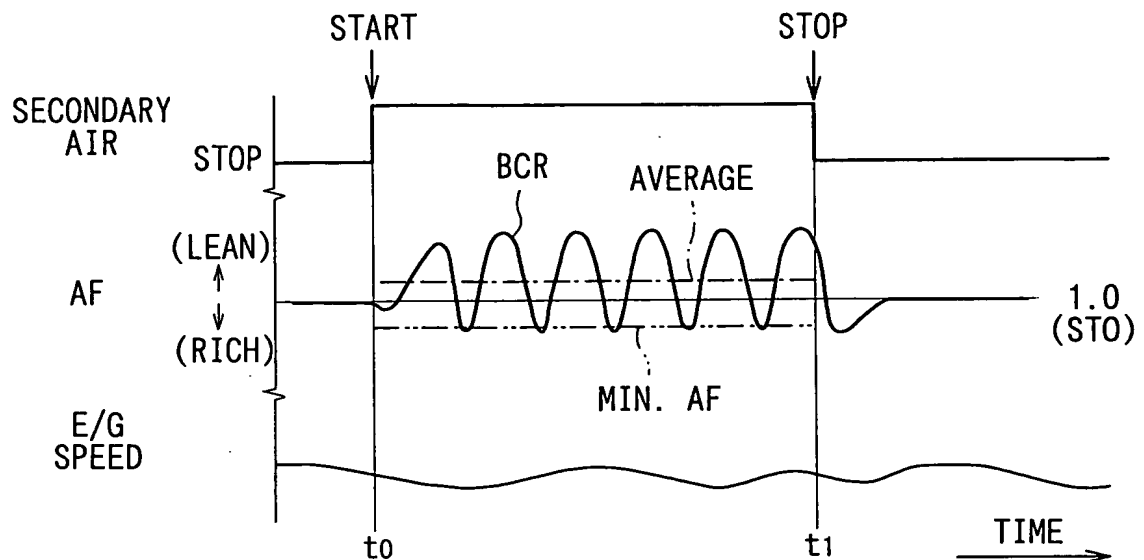


FIG. 18B

